

The Hong Kong Daily Press.

No. 5122 號二十二百一十五第

HONGKONG, FRIDAY, 17th APRIL, 1874.

五月

第七十月四英

港

PRICE \$2 PER MONTH.

Arrivals.

April 16. CANDILARIA, Spanish bark, 407, M. Berndt, Hull, 20th March, General REMEDIES & Co. agents.

April 16. H.M.S. GATELER, 404, Commander WALTER STEWART, Singapore 23rd March.

April 16. RARO, Siam, bark, 429, F. Hunte, Bangkok 2nd March, Rice, Ointments.

April 16. ANSON, British s.s., 314, Smith, Put back, General - Snel's & Co.

April 16. DANUBE, Brit. s.s., 561, Hopkins, Bangkok 7th April, General - Tax and April 16. ORO, German b.s., 216, Oberz, Sydney 19th February, Boston, Orl.

ALMENDROS & Co.

April 16. RAGALA, British s.s., 607, Harrison, Newhaven 6th April, General - EINHORN.

April 16. BERKAM, CUMMINS, Amer. b.s., 304, Roswell, Browne, Whaling Crises, 24th December, Spain Oil - CAPTAIN.

Departures.

April 16. H.L.C.M. gun-boat CHIN-FO, for a Cruise.

April 16. AVODA, s.s., for Bombay, &c.

April 16. ANSON, s.s., for Shanghai.

April 16. FLYING EAGLE, for Iboilo.

April 16. CHOW SIE, for Bangkok.

Clearances.

At the HARBOURMASTER'S OFFICE, April 16th.

Lord of the Isles, s.s., for Shanghai.

Flying Eagle, for Iboilo.

Passengers.

Per Benjamin Canning, from a Whaling Cruise.

Mr. Brooks and 2 children.

Per Dugit, from Bangkok - 2 Chinese.

Per Deane, s.s., from Bangkok - Mr. Edward Bonville and 80 Chinese.

Per Lord of the Isles, s.s., for Shanghai - 1 Cabin.

Reports.

The American bark *Demetrio* Oshimaga reported left a Whaling Cruise on 24th December; put into this port for provisions.

The Spanish bark *Candilaria* reported left Iloilo on 20th March, from Luzon Coast had calms and N.E. winds throughout.

H.M.S. *Gateler* reported left Singapore at 5 p.m. on 25th March, and arrived at Luban at 11 a.m. on the 2nd instant; experienced fine warm weather until the 13th instant, when they found the N.E. monsoon increase to half a gale of wind, and had to shew very little canvas.

The Siamese bark *Regatta* reported left Bangkok on 2nd March; had moderate and light monsoon throughout the passage till the last 24 hours, when experienced strong N.E. winds, latter part a gale, with very high seas.

The British steamship *Argus* reported left this port in the forenoon for Shanghai. Out and experienced a heavy gale from E. and N.E. winds throughout. When the Loo, the blockade of the Whampoa, was carried away, striking the *Argus* and breaking *Argus* in stern. Thereafter *Regatta* came up, and with some difficulty took the *Argus* in tow, and brought her back to Bangkok.

The British steamship *Damore* reported left Bangkok on 7th April; had light Southerly winds to the Parcels; from thence fresh Easterly winds with heavy weather to arrival. On the 13th instant, of the Parcels, passed the steamship *Calcutta*, bound South, with a launch in tow. The same day, spoke the steamship *Feodora*, from Glasgow to Shanghai, 50 days out. On the 15th, in the forenoon, passed the steamship *China*, bound South.

The German bark *Cito* reported left Singapore on 19th February; had light S.E. winds on first leaving, to Salomon's Islands; when got a heavy gale commencing from E., veering through N. to W., lasting three days; during which had very bad weather; after which got fine weather and Easterly winds, passed the South of the Carolines, thence to the Oboe Sea; when got strong N. and N.E. winds, blowing a gale to arrival, experienced also a very heavy sea.

The British steamship *Regatta* reported left Newchow on 8th April. On the 10th instant experienced a very heavy gale from the Eastward, with very bad weather, and was obliged to lie at anchor 16 hours; after which had moderate Easterly winds till the latter part, striking the *Regatta* and breaking her in stern. Thereafter *Regatta* came up, and with some difficulty took the *Argus* in tow, and brought her back to Bangkok.

The British steamship *Damore* reported left Bangkok on 7th April; had light Southerly winds to the Parcels; from thence fresh Easterly winds with heavy weather to arrival. On the 13th instant, of the Parcels, passed the steamship *Calcutta*, bound South, with a launch in tow. The same day, spoke the steamship *Feodora*, from Glasgow to Shanghai, 50 days out. On the 15th, in the forenoon, passed the steamship *China*, bound South.

The German bark *Cito* reported left Singapore on 19th February; had light S.E. winds on first leaving, to Salomon's Islands; when got a heavy gale commencing from E., veering through N. to W., lasting three days; during which had very bad weather; after which got fine weather and Easterly winds, passed the South of the Carolines, thence to the Oboe Sea; when got strong N. and N.E. winds, blowing a gale to arrival, experienced also a very heavy sea.

The British steamship *Regatta* reported left Newchow on 8th April. On the 10th instant experienced a very heavy gale from the Eastward, with very bad weather, and was obliged to lie at anchor 16 hours; after which had moderate Easterly winds till the latter part, striking the *Regatta* and breaking her in stern. Thereafter *Regatta* came up, and with some difficulty took the *Argus* in tow, and brought her back to Bangkok.

SHANGHAI SHIPPING.

March 20th, Albert Victor from Fremantle; 29th, Adela, a sloop from Hongkong; 29th, Gafford from Champion Bay; 30th, June from Bangkok, Wildwood from Bussard's Inlet; April 1st, Sarpent from Nagasaki; abt. Geo. Washington from Taiwan; 6th, Whitehill from Singapore; 8th, from Singapore.

March 21st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212nd, 213rd, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312nd, 313rd, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412nd, 413rd, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512nd, 513rd, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612nd, 613rd, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th, 698th, 699th, 700th, 701st, 702nd, 703rd, 704th, 705th, 706th, 707th, 708th, 709th, 710th, 711st, 712nd, 713rd, 714th, 715th, 716th, 717th, 718th, 719th, 720th, 721st, 722nd, 723rd, 724th, 725th, 726th, 727th, 728th, 729th, 730th, 731st, 732nd, 733rd, 734th, 735th, 736th, 737th, 738th, 739th, 740th, 741st, 742nd, 743rd, 744th, 745th, 746th, 747th, 748th, 749th, 750th, 751st, 752nd, 753rd, 754th, 755th, 756th, 757th, 758th, 759th, 760th, 761st, 762nd, 763rd, 764th, 765th, 766th, 767th, 768th, 769th, 770th, 771st, 772nd, 773rd, 774th, 775th, 776th, 777th, 778th, 779th, 780th, 781st, 782nd, 783rd, 784th, 785th, 786th, 787th, 788th, 789th, 790th, 791st, 792nd, 793rd, 794th, 795th, 796th, 797th, 798th, 799th, 800th, 801st, 802nd, 803rd, 804th, 805th, 806th, 807th, 808th, 809th, 810th, 811st, 812nd, 813rd, 814th, 815th, 816th, 817th, 818th, 819th, 820th, 821st, 822nd, 823rd, 824th, 825th, 826th, 827th, 828th, 829th, 830th, 831st, 832nd, 833rd, 834th, 835th, 836th, 837th, 838th, 839th, 840th, 841st, 842nd, 843rd, 844th, 845th, 846th, 847th, 848th, 849th, 850th, 851st, 852nd, 853rd, 854th, 855th, 856th, 857th, 858th,

THE CHRONICLE & DIRECTORY
FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "Chronicle and Directory for 1874" has been further augmented by a CHROMO-LITHOGRAPH

OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PAKA.

THE VARIOUS HOUSE FLAG (Designed especially for this Work).

MAPS OF HONGKONG, JAPAN, and of THE COAST OF CHINA.

ALSO, THE NEW CODE OF CIVIL PROCEDURE HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at \$5; or with the Lists of Residents, Port Directors, Mails, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:

Macau.....Messrs. J. P. DA SILVA & Co.

Bisacau....." Oporto & Campbell.

Angola....." Viseu, Nichols & Co.

Cape Verde....." Wilton, Nichols & Co.

Pernambuco....." Hinde & Co.

Naparé....." Kelly & Co., Shanghai.

Shanghai....." Hall & Holt.

Hainan and River Ports....." Hall & Holt and Kelly & Co., Shanghai.

Chitao and Ningpo....." Hall & Holt and Kelly & Co.

Wenzhou and Ningbo....." Hall & Holt and Kelly & Co.

Fuzhou....." Hall & Holt and Kelly & Co.

Nanking....." The O. & J. Trading Co.

Hooch, Ouchau, The C. & J. Trading Co.

Yokohama....." Messrs. Lane, Crawford & Co.

Manila....." Mr. C. D. Ross, Japan Gazette Office.

Singapore....." Mr. L. D. LOZAGA & Co.

London....." Mr. F. ALIAS, Clement's Lane.

Geo. Street, 30, Cornhill.

Moors, Rates, Hende & Co.

San Francisco, Mr. L. P. Fisher, Merchant's Exchange.

New York....." Messrs. S. M. PETTIGREW & Co.

37, Park Row.

The Daily Press.

HONKONG, APRIL 17TH, 1874.

At the time when the Commission to en-

the trade of Hongkong was appointed, we called attention to the necessity of endeavouring if possible to discover where and how duties were being levied actually in the Colony, as this point is intimately mixed up with the question of the direct action of the cruisers, and is one with which it would be much easier to deal than with the action of the cruisers themselves. It has long been asserted upon authority which seemed scarcely open to question that an elaborately devised system for the collection of duties was being enforced in the Colony, but for some inaccountable reason, the Government has either abstained from any endeavours to find out whether this was the case, or has failed in its attempts to do so. There seems strangely to be some doubt as to the powers of the local laws to deal with the matter even if men were discovered *flagrant delicto* levying taxes in the Colony. Some time ago the Police discovered an office called the *Ngau Ho Tang* where duties were regularly or rather very irregularly levied upon the salt junks. The men concerned were found in their office surrounded with tax-papers, receipts and all the necessary documents connected with their illicit business, and they were arraigned before the Police Magistrate on a charge of obtaining money under false pretences. A clear case could hardly be conceived, and it was supposed that the men would have been punished, and the taxing office closed. But to the astonishment of those who had paid attention to the proceedings, the prosecution was suddenly abandoned on the ground that the men were not levying a duty in the Colony, but were only acting for the convenience of those engaged in the salt trade, and aiding them by granting clearances which would exempt them from the payment of duties which were leviable by some tax collector on Chinese territory. This ingenious explanation was curiously enough accepted, and beyond a statement that the matter was a "diplomatic question" the public heard no more on the subject. The view which was taken was the more striking, because some years before, on a similar office being brought to light through the columns of this paper, Sir RICHARD MACDONALD threatened the establishment was closed up a day after it was discovered.The *modus operandi* which was shown to exist in the case of the Salt taxing office was precisely that which is generally adopted by the Agents of the Native officials for collecting revenue in the Colony. If it can be paid here by a junk clearing out in advance, a paper is handed to the master which enables him to pass the customs stations and cruisers; but unless he complies with the regulations and provides himself with such a document, which is a *quæsita* Custom's clearance, he is subjected to all the annoyance of being overhauled by the cruisers as soon as he leaves the limits of the harbour. His "convenience" is met by being permitted to pay his squeeze in Hongkong instead of being pulled up after he has left; but the reason why his convenience is thus so kindly and considerately consulted is very simple, namely, that the plan is also extremely convenient to the collectors of the tax, as they are thus able to lay it upon a large number who would escape the vigilance of the cruisers or

necessitate their being so numerous that it would cost more to collect the tax than it was worth. By laying extra heavy charges upon any junks who have left the port without paying such duties and subjecting them to annoyance and delay, it is made worth the while of all to pay the regular amount in Hongkong. They find it better before leaving to "bear the ill's they have than to fly to others that they know not" — and hence the system after a time gets into good working order, and the duties thus illegally levied are paid up with almost perfect regularity.

This plan of action adds very materially to the powers of the native officials of squeezing the trade of Hongkong, and the course adopted is the more parasitic because the taxes are farmed out, and the Mandarins can always get out of any difficulty which may arise by declaring that the farmer has exceeded the limits of his authority, and that they are in no way concerned in his illegal acts. The only way, therefore, of dealing with the matter is to strike against those who levy the duties in the Colony, and no pains ought to be spared by the local authorities in hunting them out and closing their offices. That they are acting illegally we can think hardly doubted, when the exact nature of their proceedings is understood. The so-called duties which they levy differ *in toto* from the kind of duties with which Europeans are familiar as forming the maritime revenue of a state. They are levied under a system of farm, and so far as the Chinese officials are concerned the duty is paid or provided for in advanced by the farmer so that the tax is not a state tax, but in the stage at which it has arrived when steps are taken to levy it here, is a mere matter of personal gain to the farmer who, as above stated, the Mandarins will not hold to be justified in laying it either directly or indirectly in this Colony. In theory, it is an import duty at the port to which the junks may be bound, but in practice, it becomes nothing more nor less than an Export duty from Hongkong — and it is beyond doubt illegal for anybody to lay an export duty here without the sanction of the Government.

The real force of the action is to be found in the coercive measures used by the revenue cruisers upon those junks who leave the Colony without either paying the squeeze or, what amounts to the same thing, arranging to pay it at their destination. If the men who collect these duties or grant the clearance chips, came up to a junkman and said — "Look here, Mr. Junkman, I am connected with the farmer of the revenue for such and such a district, and if you do not pay me so much, I will stop you from getting into the sea," it is evident that the defendant was fined 10 cents each, and were told that their boats would be detained till they procured their licences.

UNLAWFUL PRACTICE.

Law-ka-kan, master of licensed fishing boat No. 754, was charged by Chinese constable Mak-ay-kan, with the unlawful possession of three bags of coal, and, on his admitting him, was compelled to go into the sea.

Complainant said that suspecting the defendant went on board and saw the three bags in the bow of the boat, and on asking him who had given them, the defendant raised the cry of "Tow-nub-tee." The defendant then threw the three bags of coal into the sea, and, being in shallow water, he recovered them. When the defendant was called out "Tow-nub-tee" other people on the beach

If you do not pay me or arrange with me to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies, of course, in the fact that the force used by the revenue cruisers would be legal in the place and at the time made in Hongkong committed with a promise to suspend its operation for a particular consideration, becomes illegal here, it is obviously precisely the same thing, practically, as if the cruisers came into the harbour to collect the duties on the junks before they started. It is just the same whether a man says to another, "If you do not pay me ten pounds, I will take your life" or, "If you pay me ten pounds, I will arrange with you to pay at your destination such or such a tax, my friends, the revenue cruisers who are just over yonder outside the limits of the port will stop your vessel by force" — a threat which differs so finely from the one which is clearly illegal that it is difficult at first to perceive the difference. The distinction lies

Extracts.

THE LILY SLEEPS.
The lily sleeps; when scented breath
Faints like music on the gale;
The woodland wove a twilight wreath
To cover her, as if she were frail.
Through all the day the wood-lark spoke
In drifting accents, wistly low;
No other sound the echoes wake.
Within the woodland's sylvan bower,
The lily sleeps; her beauty pale,
Exhorted by the glaring day,
Dreaming and still, can yet prevail
To weep the shining mountain's tear.
In dewy plumes, unseen by man,
The fairies meet in revel roan.
The glories of the forest's rose stand out,
The lily sleeps; her hours are long.
Which palpitate in heavenly gloom.
From Phœbus' bays in strain,
A poem unexpressed by words.
The lily sleeps; is hushed, repose.
A lovely vision purely fair,
And Nature, who for her, knows
The secret of her beauty rare.

WALTER SCOTT AND W. FORBES.
Walter Scott and William Forbes had known each other in boyhood; their friendship they had with a number of other

PLATO'S PIETY.

The perfection of man's existence, according to Plato, is to bring his nature as far as possible into harmony with God; and this can only be done by cultivating the soul, which is the divinest part of us, and cause us to leave long before our earth-born body. "Honour the soul, then," he says in one of his homilies in the "Laws," "as being second only to the gods; and the best way of honouring it is to make it better. A man should not prefer beauty to virtue, nor sell his word for gold, nor heap up riches for his children; since the best inheritance he can leave them is the spirit of reverence. Truth is the beginning of all good; and the greatest of all evil is self-love; and the worst penalty of evil-doing is to grow into likeness with the bad; for each man's soul changes, according to the nature of his deeds, for better or for worse." In more than one passage Plato combats the objection always raised against every system of Optimism—the existence of evil, with, implies, according to the atheist, either a want of goodness in the Deity to allow it or a want of power to prevent it. Practically Plato refutes this argument in much the same language as modern thinkers might use. "Evil in the creation does not imply, evil in the Creator; its existence is part of a wise scheme of Providence; and because, with our limited facilities, we cannot discern the final cause or design of everything in nature (e.g., the poison of the rat-snake), we have no right to say, therefore, that no such final cause exists."—*Plato*. By Clifton W. Collins, M.A.

AMERICAN VIEW OF THE ENGLISH CHARACTER.

Despite their shortcomings, I like the English. Theirs is not the highest character, but it has noble elements, energy, earnestness, hardihood, directness, great power intellectual and practical. It is not the highest. It falls sadly short of Christ's standard, as set forth, in a moment of inspiration, by con-

cerned that the mothers of the two young people, Lady June Stuart and Mrs. Scott, had been companions in their youth, though, both living secludedly, they had scarcely seen each other for many years.

The two matrons now renewed their former intercourse. For long years Scott nourished this dream, but it was doomed to end in disappointment. "The lady," we are told, "preferred a friend of Scott's, who was it this also a rival—a gentleman of the highest character, to whom some affectionate allusions occur in one of the greatest of the poet's works, and who lived to act the part of a most generous friend to Scott throughout the anxieties and disasters of 1824 and 1827?" That lady was Williamson Bulches, sole child and heiress of a gentleman, who was a member of the ancient family of Inverness, and who afterwards became Sir John Stuart of Fettercairn. The more fortunate rival was Sir William Forbes, who married the lady whom Scott so loved. The youngest child of this marriage was James David, whose life is here to be recorded. Lockhart adds that he has no doubt that this deep disappointment had a powerful influence in moving Scott's mind to face steadily and perseveringly those legal studies which were to fit him for legal career to the bar. Perhaps it may have had this effect.

More subtle observers have traced to it another result deeper and more lasting. Robbie in a beautiful essay on Scott more than hints a belief that it was this imaginative regret haunting Scott all his life long which became the true well-spring of his inspiration in all his ministry and romance. And there is evidence to prove that Kelloe died right. Certainly there is a purity and elevation in Scott's conceptions of female character which would well accord with such an experience idealised. One instance more of the old truth that poets

"Learn in suffering what they teach in song." However this may have been, it is certain that the success of his rival made no break in Scott's friendship with Forbes. *Life and Letters of James David Forbes, F.R.S.*

THE GROWTH OF A STATUE.

There is, I think, nothing more interesting than to watch the growth of a statue. From the plasticity receiving its form and impress from the hand of the master, lying perhaps for months enveloped in wet cloths to enable it to retain its plasticity, and be shamed and fastened, day after day, according to the will or inspiration of the artist; it is, when satisfactorily modelled, converted into a plaster cast, to be again copied in marble. This last stage is generally delegated to workmen, who by accurate measurements reproduce to a nicety the design of the master, even to the most delicate touches of passion or feeling portrayed in the face. That this can be the effect of measurement and skilful manipulation only, in a workman possessing no innate sympathy with the design of the sculptor, seems incredible, yet so it is; few sculptors now take mallet and chisel in hand to carve out their own design in the imperishable stone, but content to give the design, leave their workmen to complete the task. To the unskilled observer it would seem a hopeless task to hew from a rough unshapen block of stone the delicate features of a Venus, or the wonderful confections of a Læsōon; and to watch the mode of operation is curious and instructive. The skillful and powerful blows by which the mass is made to assume the first rude outline, then the drilling of holes for measurement, and the more temperate use of the tools, until the desired shape is given; and afterwards the delicate handling of the chisel to give the desired expression, soon proofs of wonderful skill, but are in reality wrought out with mathematical precision, from the well-known rules of measurement employed.

Who was the inventor of this system I know not, but when we reflect upon the hand and eye, and skillful nature of the material, and how easily a single fatal stroke of the chisel, or too severe a blow, might mar a beautiful work for ever, we are filled with wonder that, in times which we are accustomed to look upon as far inferior to our own in civilization and mechanical appliances, artists could yet be found to chisel an Apollo or a Læsōon, and that in far more primitive ages workmen could carve from a material yet harder and far more difficult to manipulate, gigantic statues, bearing in their huge proportions the unmistakable likeness of the men in whose honour they were erected, and could afterwards laboriously lay them upon the huge work a polish which the storms and sunshines of thousands of years have been powerless to efface. An unfinished statue has always a peculiar charm for me; it is like a landscape half hidden by mist, or the thought of a philosopher clothed in a garb of mystic mystery; it must be seen with the eye of the understanding, and presently through the great rough block, scoured and chiselled and mangled, will gleam the deep inspiration of the master mind which fashioned it to be a thing of beauty for ever. There is always a fascination in that which is but half finished. Who has not experienced more delight in gazing into a deep dark chasm, the extent of which half hidden by a foaming cataract, or by trees whose tops far, far below, show an unutterable depth beneath, than in a wide expanse of smiling corn-fields unbroken by hill or vale? The imagination seizes to have something to work out for itself, and gradually, by the workman's hand, through which may be discerned the delicate outlines presently to become the perfect art, must always be a most interesting and instructive study.—*Churchman's Shipping Magazine*.

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
INCORPORATED A.D. 1865.
Court of Administration.

**JOH. BERNHARD GOSSE, ERICH NÜBLING & CO.
L. LACEZI, WACHMUTH & CO.
H. LANGE, MANN.**

GEORG WÖRMEK.

Managing Director—C. PEPPER.

Agents at Hongkong—MARTIN & CO.

THE Company, depositing of Capital of 20,000,000 Reichsmark, according to arrangements with and guaranteed by important German Re-Insurance Companies, is prepared to accept risks to the extent of 500,000,000 Reichsmark, and are prepared to grant Insurance at current rates.

HOLLIDAY, WISE & CO.

1858—Hongkong, 15th October, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned have been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAEL.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the Province of China.

JOHN BROWN & CO.

1851—Hongkong, 17th April, 1873.

YANG-TZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

MARINE DEPARTMENT.

POLICIES granted on Marine Risks to all parts of the World.

THE Undersigned, having been appointed Agents for the Royal Insurance Company, of Liverpool, for the